PAUL SEIDLER: Hi, thank you. My name is Paul Seidler. I've raised four children here in Nevada. I'm the senior director with the Nuclear Energy Institute here in Nevada based out of Las Vegas. I could be reached at pes@nei.org, if anybody has any reason to reach me if you're interested in anything about the nuclear industry.

NEI is the trade association for the nuclear industry. Our members include key universities around the United States, most of the major utilities in the United States, radiopharmaceuticals and other major vendors such as GE, Westinghouse, major vendors to the nuclear industry.

Nuclear power provides electricity to one out of five homes in the United States and businesses in the United States.

I'll be very brief today. I'll just hit on

some of the key points with regard to the SEIS for both the repository and the transportation.

Before I go into that I'll tell you a little bit about myself. I worked on this issue on behalf of state government. I've worked for the federal government on the project. I've worked for local government in Nevada on this project. I've also actually shipped spent nuclear fuel and have been an escort for spent fuel shipments and involved in the inspections of spent nuclear fuel shipments.

Many people might be surprised, we have about 3,000, to 4,000 shipments in the United States alone of spent nuclear fuel. We've had 24,000 shipments internationally of spent nuclear fuel. We know how to do it. We have an extremely safe record and believe that based upon the regulations and the very rugged nature of the containers that are used to transport spent nuclear fuel that the safety record would continue to be exceptional.

On the table in the back I have plenty of information for folks on transportation and NEI. Feel free to stop by on the way out. Also, if you want to reach me directly, my phone number is area code (702)239-4427. That's my personal cell phone. Please feel free to give me a call if there's

anything I could add regarding Yucca Mountain to the comments that I make today.

Regarding the draft supplemental EIS for the geological repository at Yucca Mountain, I want to start by letting you know that Yucca Mountain is vitally important to the national interest and is a key element of an integrated approach to safe management of used nuclear fuel.

This project is very important to my industry. We believe that the strategy to managing used fuels in the country should involve many elements, including the existing safe storage at reactors. We do it safely in both spent fuel pools and in dry storage at reactors around the United States.

To give you an idea of what that means, roughly half of Americans live within 75 miles of the existing reactors. So we have a lot of people living very near nuclear power plants. To give you an idea, Yucca Mountain is 90 miles from Las Vegas. That gives you sort of a sense of the sort of distances that we're talking about in closeness of population to these facilities. In other words, we're used to having populations very near our facilities. It's something that we deal with, and we do operate these

plants safely and protect the public health and safety.

Anyways, the other elements of used fuel storage are we see recycling as having a major role and ultimately a repository down the road. Recycling technology is still evolving. It's used around the world very successfully. We believe that there are better technologies in the pipeline perhaps 20, 30 years down the road that will significantly reduce the amount of materials going into Yucca Mountain.

We'll still need Yucca Mountain for spent nuclear fuel for the residual products. We'll still need Yucca Mountain for the defense waste. A good deal of our national defense relies heavily on the need of a repository, particularly the nuclear navy.

The design and changes to the updated analytical methods reflected in the Yucca Mountain supplemental EIS represents substantial improvements, enhancements to what was already a very strong safety phase to provide even greater contents in the safety of Yucca Mountain. The surface facilities have been greatly simplified, reducing possibilities for employee exposure. The TADs reduce handling of spent nuclear fuel. Bob spoke briefly about the TADs.

By the way, the industry has been very

actively involved in participating in the development of the multipurpose containers that we call TADs, and they will make the simplified facilities at Yucca Mountain possible, thus making the repository that much more safe.

The information in the SEIS appears to provide a strong indication that DOE has completed sufficient design and analytical work to enable the completion of a thorough and high-quality application to the NRC for a license application.

Basically where the project is at right now is we're on the cusp of submitting a license application that will kick off a multiyear process, perhaps a four-year process, where the Nuclear Regulatory Commission, an independent regulatory agency of the federal government, to review the application to determine whether or not the department has made its safety case.

We believe in that process. It's an extremely transparent process. The Department of Energy has several million documents on line for you to look at in relation to the support network. So that you have the access, you can see the information that the Department of Energy is using to make its safety case. Very transparent, legalistic type

process that will go on right here in Nevada.

The NRC has set up a hearing facility in Nevada, and the affected use of the government and the state of Nevada will be active participants in that process.

Regarding the draft supplemental EIS for transportation, I've already talked about the shipping history in the United States and internationally. I'm not going to go through that in greater detail. Like I said earlier, I have plenty of information in the back for you regarding the processes that we go through to test the things that are used and the safety record.

The EIS for transportation shows basically that the impacts to Nevada for transportation will be very small. And, frankly, that's consistent with our experience here in the United States and it's consistent with the international experience. The impact will likely be very small.

The real opportunity is on the upside. It's the favorable opportunities, and they're tremendous, frankly. The Department of Energy is going to be making, as Bob alluded to earlier, a massive investment in nuclear transportation infrastructure in the United States, and that represents an

incredible economic opportunity if we approach it from the right direction. To me that's the majority of the impact that we're going to see on the transportation side are the favorable variety.

2 The DOE should begin constructing the railroad as soon as possible to make sure that that facility is available, not only for the operation of the repository but for the construction of the repository. We're talking about a facility that has a life cycle cost of upwards of 60, $70 million. This is a huge investment in Nevada, tremendous economic opportunity, and the railroad can play an important role in creating that opportunity. Thank you very much.